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the Highway 6 and 30 highways, because I don't think we want to operate them or that not we but I mean Tempte wants to operate them on that portion of the highway that they are looking for on that. But they do track better than the rigs that we now have allowed. You do have to turn a little further to make that corner, but with these, they trail. And I think until you have actually seen them demonstrated or looked at it that this is being misleading again. It says in here increased distances are required for braking and stability. But I think if you look at Nebraska laws and our interstate commerce laws of the Department of Transportation, that it states in there that they have to stop every rig within a certain distance. That is required by law. So that is not going to increase any braking problems. I don't think that in the last statement there the truck configuration and air turbulence on a small car is going to be any difference by adding one trailer. In fact, there is a breakup in those trailers that will decrease the amount of air that you will be sucked against a 45 foot straight trailer that is running down the highway. I think he is a little misleading on his accident figures here and I would like...well, I am going to ask Senator Beutler a question as to whose figures those are. Can you answer that, Senator Beutler?

SPEAKER NICHOL: Senator Beutler, would you respond, please.

SENATOR BEUTLER: Triple A figures, Senator.

SENATOR BEYER: Okay, it did not state on here where they come from. The figures that we have from the State of Nebraska...let's see there was...it was negligible on the double trailers that we have, between '81 and '82 that the accidents went down, and that is Nebraska. I think, Senator Beutler, you are using nationwide arguments that are on Triple A's figures then. So, thank you.

SPEAKER NICHOL: Senator Haberman.

SENATOR HABERMAN: Mr. President and members of the Legislature, here a few days ago Senator Chambers stood up on the floor of this Legislature. He was very angry and